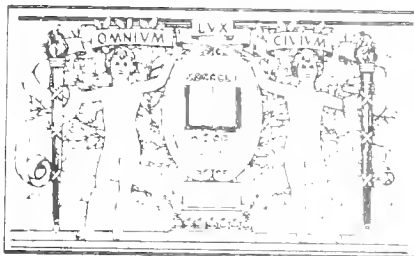


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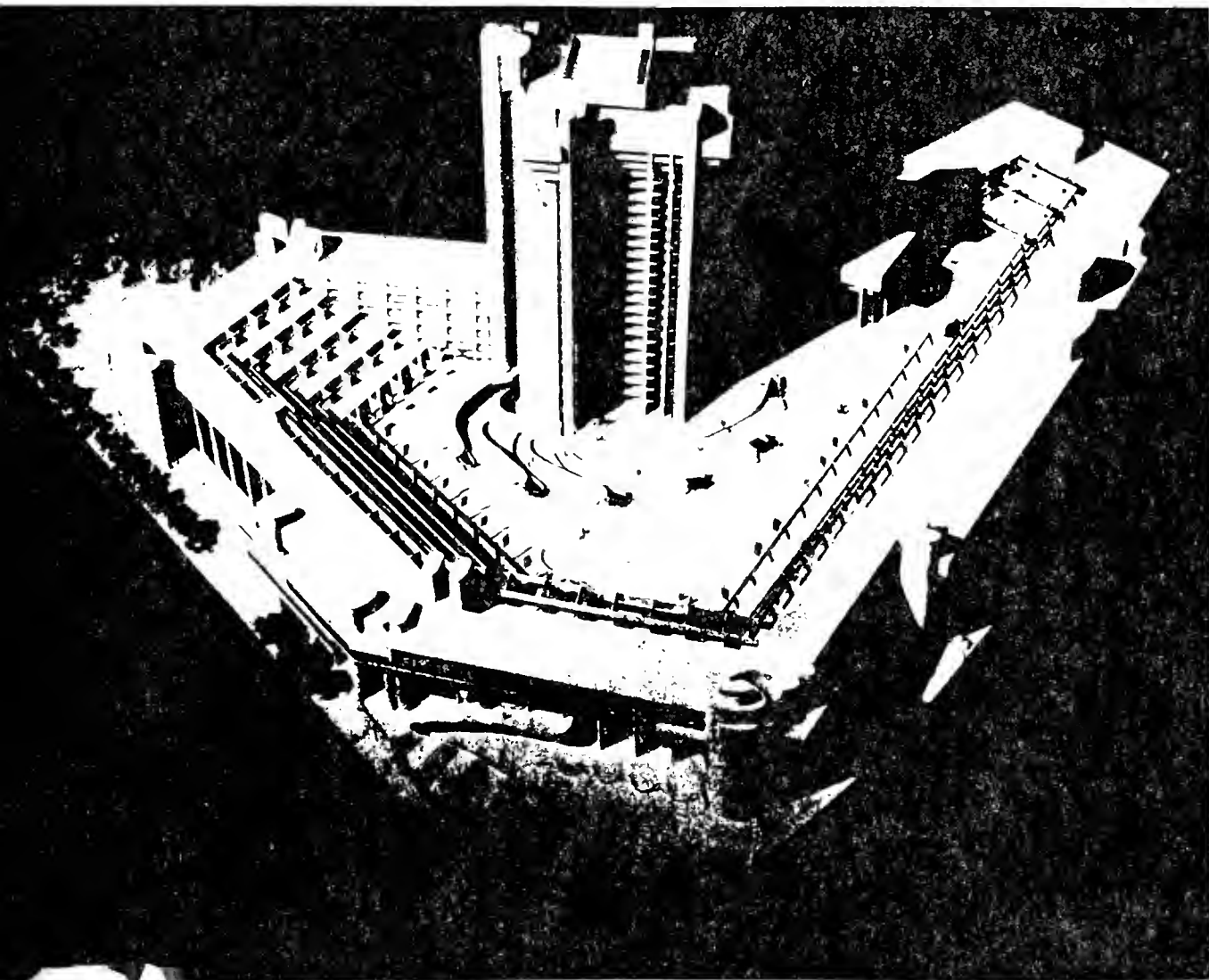
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— THE — HURLEY BUILDING

GOVERNMENT LIBRARY

Finishing Paul Rudolph's Design



Government Center

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The Hurley Building - Finishing Paul Rudolph's Design

Introduction

The Health, Welfare and Education Service Center for the Commonwealth of Massachusetts or Hurley Building as it is generally known, is not one building, but a set of buildings which are among the most dramatic and architecturally ambitious of the modern structures built as part of the Government Center Urban Renewal project. Originally, the Service Center was planned as three detached and separate buildings, and three different architectural firms were hired. However, Paul Rudolph, coordinating architect for the project, joined the three buildings into a consolidated and bold design with a building that curled around the site to make a great plaza in front of a heavily sculpted tower. Of the three sections of the complex originally proposed, only two were built, the Eric Lindemann Mental Health Center, designed by Desmond and Lord and Paul Rudolph, and the Hurley Employment Security Building, named for Charles F. Hurley, governor from 1937-1939, and designed by Shepley Bulfinch Richardson and Abbott. These buildings opened in 1971. The proposed 24-story tower, intended as executive offices for several state departments, to be called the Health, Welfare and Education Building, was not built. Paul Rudolph was later taken off the project by the Government Center Commission. Eventually, a 33-story tower designed by both Shepley Bulfinch and Desmond and Lord was approved, but construction costs and a change of administrations resulted in the tower's never being built. The Government Center Commission was authorized to spend \$43.5 million on the entire complex. With the two completed buildings and garage and landscaping funded, the state had only \$11.5 million left. The tower, estimated at \$33 million, would have required an appropriation of an additional \$22 million to build.

Rudolph's design for the site, particularly the plaza, has been compared with both the Piazza del Campo and the Piazza San Marco in Venice. Rudolph stated at the time that "The three buildings are purposely designed so that they form a specific space for pedestrians only and read as a single entity rather than three separate buildings". The plaza is a striated three-level space extending from a series of great curved stairs. The Service Center is rated a Category II Building (major significance) by the Boston Landmarks Commission.

The site of the service center was purchased by the state from the Boston Redevelopment Authority as part of an 8.4 acre parcel for \$1.75 million.

The entire site of the Service Center, bounded by New Chardon, Merrimack, and Staniford Streets, is approximately 360,000 square feet. The Hurley and Lindemann buildings occupy 225,000 square feet of this site, leaving approximately 135,000 square feet of vacant land available for development. Zoning is currently B-8, or "general business", allowing an FAR of 8.

The Commonwealth of Massachusetts is planning to develop the site as a mixed-use project with office and affordable housing uses. Priority in housing will be given to persons who were displaced as a result of clearance of the area during urban renewal.

BOSTON REDEVELOPMENT AUTHORITY

RESEARCH REPORT

A History
of
Boston's
Government Center

June, 1970

BOSTON REDEVELOPMENT AUTHORITY

Director.....Robert T. Kenney
Administrator for Staff Services.....James Drought
Director of Research.....Alexander Ganz
Former Director of Research.....Thomas O'Brien
Research Staff.....Thomas W. Deely

A History
of
Boston's
Government Center

Boston, one of the oldest cities in the United States, is experiencing a period of great rejuvenation and reconstruction. The keystone of this reconstruction is a sixty-acre tract of land designated as the Government Center.

Sixty acres of the core city were acquired under the provisions of Federal urban renewal legislation and developed into one of the most ambitious and creative renewal projects in the country, consolidating federal, state and city offices. Approximately thirty buildings, valued at more than \$260,000,000 now occupy what once were the plains of Trimount. For more than three centuries, this area has served Bostonians as a meeting site, a trading center, and as a central location for the business of the Boston community. It is therefore appropriate to consider the background of this historically rich area.

Boston, as it was first viewed and mapped by the settler was practically an island. Its only connection to the mainland was a long, very narrow neck, covered by water at high tide. The northwest section of the peninsula was a very high hill topped by three smaller hills, hence the name Trimount. At a

'later time, the three promontories were named Beacon, Pemberton and Mt. Vernon, names familiar in Boston today. To the north-east was another promontory, Copp's Hill, remembered today because of the Copp's Hill Burial Ground in the North End. To the southeast was Fort Hill, the base of which was encircled by High Street. To the northwest was a large marshy cove, which formed the shore line near what is now Haymarket Square. The plains of the Trimount, flat, level land running down to the shore line, comprised most of the acreage of what is now Government Center.

The first settler on the Shawmut peninsula was the Reverend William Blackstone, who arrived around 1625. He built his home on the north side of Beacon Hill, where he farmed and traded with the Indians. In 1630, the Massachusetts Bay Company, headed by Governor John Winthrop, equipped with a land grant from the King, arrived in New England. After stopping at Salem, they sailed south, finally stopping at Charlestown. Settlement in Charlestown proved impractical because of a lack of fresh water. Through contact with Blackstone, the Company discovered fresh water on the Shawmut peninsula and moved there settling on the

plains of Trimount. The advantages of settlement on the peninsula were numerous. It had abundant fresh water and was safe from both wild animals and Indian attacks originating on the mainland. At the same time, it provided trade with the Indians because of its location at the mouth of four rivers: the Mystic, Neponset, Chelsea and Charles. Its rivers provided a natural trade route to the interior, and its large, protected harbor could accomodate trade from Europe.

Many of the members of Winthrop's party were from Boston, Lincolnshire, England, and at a court held September 7, 1630, they voted that Trimount should be called Boston. Although the new settlers had left their homes willingly, they did everything in their power to reconstruct the towns they had left. Many of Boston's building and street patterns are the result of an intention to duplicate those of English towns. The first houses were built close to the water and the docks. At the time, the shore line reached what today is Dock Square, adjacent to Faneuil Hall. The proximity of the houses, with their wooden construction and thatched roofs, made them readily susceptible to fire. There were six major fires in the 1600's alone.

During the seventeenth century, the settlers changed the shape and character of the peninsula. In the 1600's, there existed a large, open-air market at the intersection of what is now Washington and State. The first meeting house built by the settlers faced this market. In 1657, a townhouse was built, and it served as the seat of government until it was destroyed by the fire of 1711. In the same general area stood the Province House, the residence of the governors of Massachusetts Bay. In 1643, the North Cove was converted into a Mill Pond by building a dam over what is now approximately Causeway Street, and a mill creek was dug from Mill Pond to the Harbor. This furnished tidal water for mill operation. The damming of North Cove and construction of Mill Creek formed a man-made island, known today as the North End. The dammed water from the North Cove extended to within two blocks of Dock Square. In 1684, a schoolhouse was built on a cow pasture located just north of the present intersection of Tremont and Court Streets. This area later was to become Scollay Square.

Although new towns sprung up in the mainland in the early 1700's, Boston retained its political and economic prominence because of its harbor.

Almost all imports from England were handled through the Townhouse and its market. Until the great fire of 1711, which burned everything along Cornhill Street from School Street to Dock Square, the old, two-story, wooden structure could truly be considered the business and political center of not only Boston, but of all New England. After the fire, the Townhouse was rebuilt of brick and is still standing as the Old State House.

In 1710, the construction of Long Wharf out into the harbor was begun. A wharf of 1500 feet, with warehouses on it, was built extending King Street into the Bay. At this time, King Street (now State Street) ended at the water's edge, approximately where Board Street intersects it today. The wharf enabled ships to be unloaded directly for the first time, rather than small boats bringing goods into the dock.

The original residential settlements were north and south of the market and the Townhouse. As Boston grew commercially and its population expanded, the more affluent moved from the North and South Ends to elegant and stately mansions that began to appear on Washington Street, Cambridge Street, and Beacon Street. Because of the danger of fire, buildings were constructed of brick.

By the end of the Revolutionary War, the State Government

had outgrown the old Townhouse, which until this time had accommodated both town and provincial governments as well as the courts. At a town meeting in 1793, it was agreed that the old State House and Province House would be given to the town of Boston if the town would build a new state house. Charles Bulfinch was the architect for the building sited on John Hancock's pasture on Beacon Hill. With the completion of the State House, Beacon Hill began to develop rapidly. The houses were of elegant and gracious dimensions, which prompted many people in the Bowdoin Square area to move to the Hill and the land in the present Government Center area began to change from residential to commercial use.

As new land became necessary for further development and growth, Boston began filling its marshlands and annexing adjacent lands. In the late 1700's, Mt. Vernon, the most westerly of the hills of Trimount, was cut down, and the fill used to develop the marsh lands beginning at Charles Street. The Mill Pond was filled in 1807, thus extending the original land mass from a point two blocks north of Dock Square to what is now Causeway Street. South Boston was annexed to the City in 1804.

The construction of additional commercial and governmental facilities accompanied the physical growth of the city. As trade with Europe increased, and with it the size of trading

vessals, the town dock became obsolete. Larger vessals preferred to unload directly onto Long Wharf. One of the first attempts at city planning was undertaken in 1829 by Mayor Josiah Quincy. The area around the now unnecessary town dock was filled in, and a two-story, granite market house, Quincy Market, flanked by two warehouses, was built on the site. Quincy Market, between South and North Market Streets, is still used as a wholesale market.

During the nineteenth century, the character of Boston's residential areas also underwent great changes. The first influx of immigrants to Boston was for the most part made up of Scotch, Irish and German artisans and master craftsmen. These craftsmen were needed and easily assimilated by the prosperous, growing Boston community of the 1800's. However, as a result of the potato famine over 100,000 untrained and destitute Irish immigrants arrived in Boston between 1845 and 1855. As established residents migrated to Beacon Hill and Cambridge Street, the older North and South End residential areas were given over to these immigrants. Because of the unbelievable overcrowding and lack of even basic sanitation facilities, these areas soon degenerated into appalling slums. The old

mansions were cut up and converted to provide housing for the ever increasing numbers of poor. The first Irish ghetto in Boston was in the Copp's Hill section of the North End. The once beautiful old mansions and estates on the Fort Hill south side became a second ghetto area. Cholera and dysentery epidemics ran rampant through the disease-ridden slums. In 1849, a cholera epidemic in the Hanover Street area of the North End took the lives of one out of every eighteen Irish immigrants living there. Adjacent residential areas soon were deserted by everyone who could afford to leave and this degeneration and general exodus left its mark on the area now occupied by Government Center.

Technological innovations and shifting land use patterns paralleled these great social changes. The advent of the railroad made living in close proximity to governmental or business functions unnecessary. People who could afford to were moving out of the congested center city to the recently filled areas of the South Cove, the South End, and the Back Bay. A swift conversion from residential to commercial uses in the downtown area was accelerated by rising land values in areas adjacent to the then existing business district. Block after block of residential structures were either converted or demolished for office buildings, stores and factories.

The establishment of the Metropolitan Railroad Company horse trolley line to Roxbury in 1856, made the South End and the Roxbury Hills readily accessible for residential expansion. A retail center for the city developed in the Washington, Summer Streets area, while Broad Street, State, Franklin, and Milk Street areas developed into a financial center.

A land use pattern evolved which is still recognizable. The shipping industry gradually moved north and south of its central location because of the newly-filled land there and the possibility of building longer wharves. Therefore, the land between Scollay, Bowdoin, Haymarket and Dock Squares, the location of Government Center today, was put to a new use. Its central location made it an ideal service area. Here the first hotels and restaurants were constructed. The Revere House, built in Bowdoin Square in 1847, was said to be the most elegant hotel in America at the time. In 1851, the American House was built. The Crawford House, located at Brattle and Court Streets, had the first elevator in the United States. The Quincy House on Brattle Street was noted for its fine food and accommodations. The hotels enjoyed the advantage of proximity to the great railroad terminals built during this time in the Haymarket Square vicinity.

The best restaurants in the City were located in the Scollay Square area, close to the business and financial districts. Until the early 1870's, the present Government Center site was the part of the city where the social, business and political leaders of the day gathered to entertain and be entertained. The original Scollay Buildings, located at the intersection of Court and Tremont Streets were razed in 1871 to make way for a horse-drawn trolley line. This was the first of many razings over the next one hundred years, as the area went into a slow, but steady decline.

Several factors contributed to this decline. The first of these began with the development of the naval shipyard in Charlestown early in the 1800's. It is ironic that proximity to the port, which had contributed to much of the prosperity of the Government Center area, was now to be her undoing. The War of 1812, the First World War and the Second World War were to bring to Boston throngs of sailors and the need to provide for them while they were on shore. The second factor was the Great Boston Fire of 1872, which destroyed more than sixty-five acres of heavily developed land valued at over \$80,000,000 including the business district of Boston. It destroyed everything from Washington and Summer Streets to Milk and Broad and State Streets,

even as far as the shore line on Atlantic Avenue. Although the fire did not physically affect the Government Center area, because of its magnitude and the time required to rebuild the business district, it set in motion trends which would, in the long run, help destroy the Government Center area. Although Washington Street was extended from State Street to Haymarket Square during the rebuilding process, it was evident in the early 1900's that the business center of the city was slowly creeping southward. This combined with the construction of hotels, such as the Hotel Brunswick on Boylston Street in 1874, to drain the vitality of the Bowdoin, Scollay, Dock and Haymarket Square area. It is ironic that in 1881, almost as a last attempt to save the area, the first electrically illuminated streets of Boston were those in Scollay Square. Unfortunately, construction in the Back Bay such as the magnificent Hotel Vendome, built in 1888, was drawing the social, economic and political elite away from the once prominent Government Center area. At the turn of the century, the half-used buildings, narrow streets, and odd-shaped lots gave ample evidence of the demise of what had once been the very heart of the city.

As the Government Center area lost its reputation for luxurious theatres, restaurants and hotels, it gained a reputation as the center of variety theatres, tattoo parlors, hot dog stands and penny arcades. Consequently, it became the focal

point for visiting servicemen from every country in the world.

In 1917, the City Planning Board proposed a Civic Center for the City of Boston in this area. The buildings were obsolete and hazardous, property values were declining, yet its geographical location was excellent. Its proximity to governmental, retail and business functions, its accessibility to pedestrian, rail and sea traffic, were all factors which made it an ideal location for redevelopment.

Yet, it was not until 1930 that the Mayor's Committee for a Civic Center chose Scollay Square and its environs as the site. The area's geographical location, close to governmental operations and to the financial district of Boston, had tremendous potential. It also had the advantage of existing public transit and arterial access. Another advantage was its primarily nonresidential character. Nevertheless, very little action was taken until the Congress of the United States passed the Housing Act of 1949, which made it possible for urban areas such as Boston to deal effectively with slum clearance. It was classified as an Urban Renewal Area under Title I of the Housing Acts of 1949 because of the following conditions:

91% of all structures were substandard

45% of all structures had walls visibly out of plumb line

60% of the structures were vermin infested resulting in a health hazard

40% of the structures lacked hot running water

69% of the structures had obsolete plumbing

66% of the structures contained exposed electrical wiring

42% of the lodging houses had rooms which lacked access to a second means of egress

67% of the licensed lodging houses had less than one toilet for each 8 persons

In 1955 the Mayor appointed a committee consisting of the Chairman of the Planning Board, Chairman of the Housing Authority, Corporation Counsel, Building Commissioner and Coordinator of Rehabilitation and Conservation, to prepare the necessary material to be submitted to the Housing and Home Finance Agency. The resulting statement, "Workable Program for Urban Renewal", was a comprehensive plan for the redevelopment of the North End, Waterfront, Pemberton Square, Scollay Square and Dock Square area. It suggested the construction of a complex of new government buildings extending from the State House to Faneuil Hall, replacing not only City Hall, but also private structures which had outlived their period of efficient service, in the Pemberton - Dock Square area. The proposal was particularly appropriate at this time because new Federal, State and City

buildings were all immediate needs. The United States Senate Public Works Committee had already approved an expenditure of \$28,000,000 for the construction on a lease purchase basis of a new Federal Building in Boston. A State Legislative Recess Committee had reported on the need for a State Office Building.

Following the publication of the Board's "Government Center Study - A Preliminary Report," in August of 1956, widespread support for the proposal developed. Since the proposed area qualified as a decadent area under State law, it was decided to prepare the study as a redevelopment project for which the Boston Redevelopment Authority would serve as land purchase agent and would prepare, with the assistance of the City Planning Board, a redevelopment plan. Chapter 150 of the Acts of 1957 provided for the establishment of a separate Redevelopment Authority in Boston to assume the redevelopment functions formerly handled by the Boston Housing Authority.

In 1960, the Massachusetts Legislature abolished the City of Boston Planning Board and transferred its powers, duties, and personnel to the newly organized Boston Redevelopment Authority. Simultaneously, the Mayor proposed that the Government Center plan be carried out as a nonresidential, Federally-aided redevelopment project. In 1960, with a new city administration, a newly organized Redevelopment Authority and considerable support from Federal, State and local agencies, the Government Center project began to move. The firm of I. M. Pei was hired to

develop a Master Plan for Government Center and to coordinate other architects commissioned to design individual buildings.

Increasing the local tax base and revitalizing the downtown core were important considerations in the planning of the project. Property tax revenues from the Government Center area, after redevelopment, were expected to increase by more than \$500,000 per year. In October of 1961, clearance and demolition began, utilizing the techniques of early land acquisition and early land disposition, which possibly saved over two years in the execution of the project.

The project is well on the way to completion. The John Fitzgerald Kennedy Federal Office building, the City Hall and the new Police Station have been completed and occupied. The State Service Center is underway, with the Division of Employment Security and the Massachusetts Mental Health Buildings occupied. The Health, Education and Welfare Building has been redesigned, pending additional state appropriations for a construction start. The Government Center Garage is under construction and should be operational in the coming year.

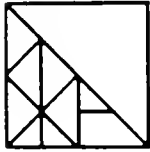
Private developments are also moving forward. Center Plaza has been completed and is occupied. New England Merchants Bank Building, the new City Bank and Trust on Court Street,

new studios of RKO General, and the Jewish Family and Children's Service Building have all been completed as have the historic Sears Crescent Building and the Sears Block Building. Developers have been designated and plans are underway for a new office building at One Washington Mall. The Bulfinch Building is ready for occupancy and a motel/office building is planned for the area directly behind new City Hall. Extensive work on the five subway stations in the Government Center is being carried out. The City Hall Plaza is open to the public. Streets and other project improvements are being phased in with developments in the area.

The Scollay, Pemberton, Haymarket, Dock Square area has been returned to its original function. The cycle is complete.

Government Center is a monument to forward thinking Bostonians whose imagination and courage started Boston on the long road back. A New Boston has begun, but it is one in which the older Boston is still very much at home.

**BOSTON
REDEVELOPMENT
AUTHORITY**



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The preparation of this report was financed in part through a federal grant from the Renewal Projects Administration of the Department of Housing and Urban Development under the provisions of title 1 of the housing act of 1949, as amended.

LOUISE HUXTABLE

al to The New York Times

ON—Urban renewal
like pudding; the
s in the consumption
finished product. The
of completed renewal
in American cities is
one of failure, revela-
nd insight and the learn-
lot of belated lessons
what makes a city
work. For those
who have been
patient enough to
sal wait out one of
the country's most
ambitious urban
schemes, the 60-acre,
million Boston Govern-
center is now virtually
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recent achievement.

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inning, \$27-million City
In this focal building
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addition to City Hall,
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commercial construc-
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ve important than indiv-
buildings and statistics,
ver, is the success-
fction of the vast, nine-
City Hall Plaza that is
urban and esthetic glue
holds the whole thing
ner.

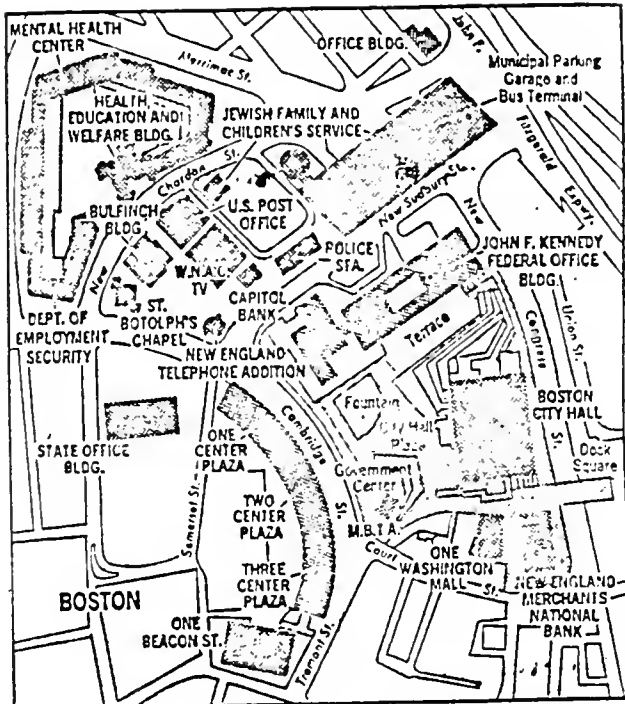
This plaza is part of the
prize-winning City Hall de-
sign of 1962 by architects
Campbell, Aldrich & Nulty,
and structural engineers Le
Messurier Associates.

With the plaza, and speci-
fically because of it, the Bos-
ton Government Center can
now take its place among
the world's great city spaces.

Roughly the size of St.
Peter's Square in Rome, it
lends a unity and style and
sense of logical and reward-
ing spatial relationships to
the complex that are a clear
illustration of the best and
most basic principles of urban
design. It is in the direct
tradition of historic Italian
plazas and European squares.

These nine acres of red
brick paving, stepped and ter-
raced and trapezoidal in
shape are bounded east and
west by New Congress and
Cambridge Street and by
buildings on its north and
south sides.

City Hall itself is placed
not at the center of the plaza.



The New York Times/Sept. 11, 1972

rear, with the fan-shaped,
stepped levels converging on
it. The brick paving flows
right into City Hall and
through the ground floor of
the building that is the plaza's
calculated climax.

Also not centrally placed,
but in a corner formed by the
Cambridge Street boundary
and the Federal Building, is
a delightful, sunken, brick-
walled pool and fountain in
a kind of minipark.

Where the ground level
rises steeply to the north,
steps lead to an elevated ter-

race with trees and benches
in front of the Federal Build-
ing. Opposite, outdoor cafes
spill onto the brick surface
from the ground floor restau-
rants of the restored 19th
century Sears Crescent. Be-
tween, a pedestrian arcade
and shops in the curving Cen-
tral Plaza office building
serve as boundary on the
Cambridge Street periphery.

The fountain and City Hall
forecourt are the lively set-
ting of Boston's "Summer-
thing" entertainment and citi-

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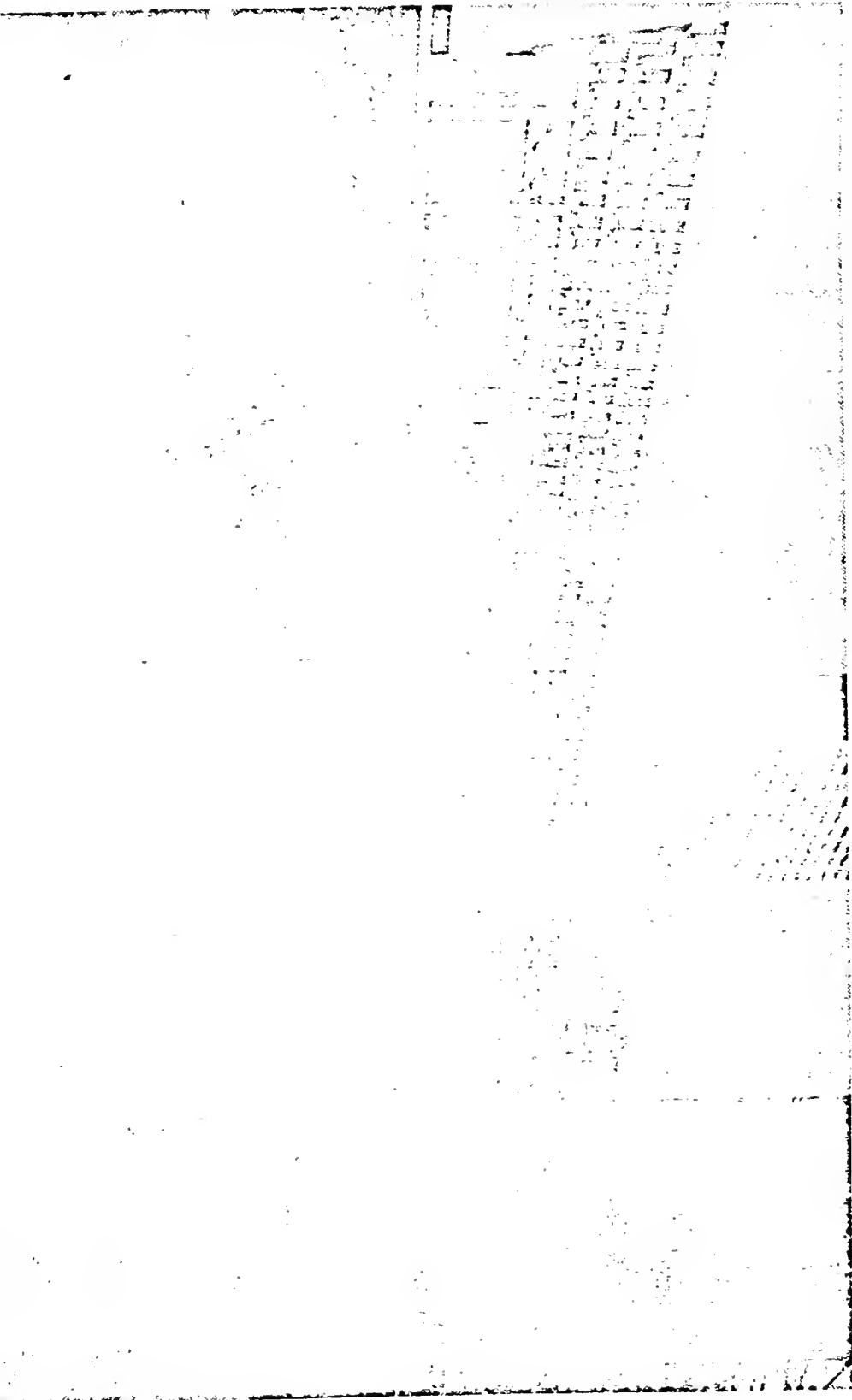
New York Times

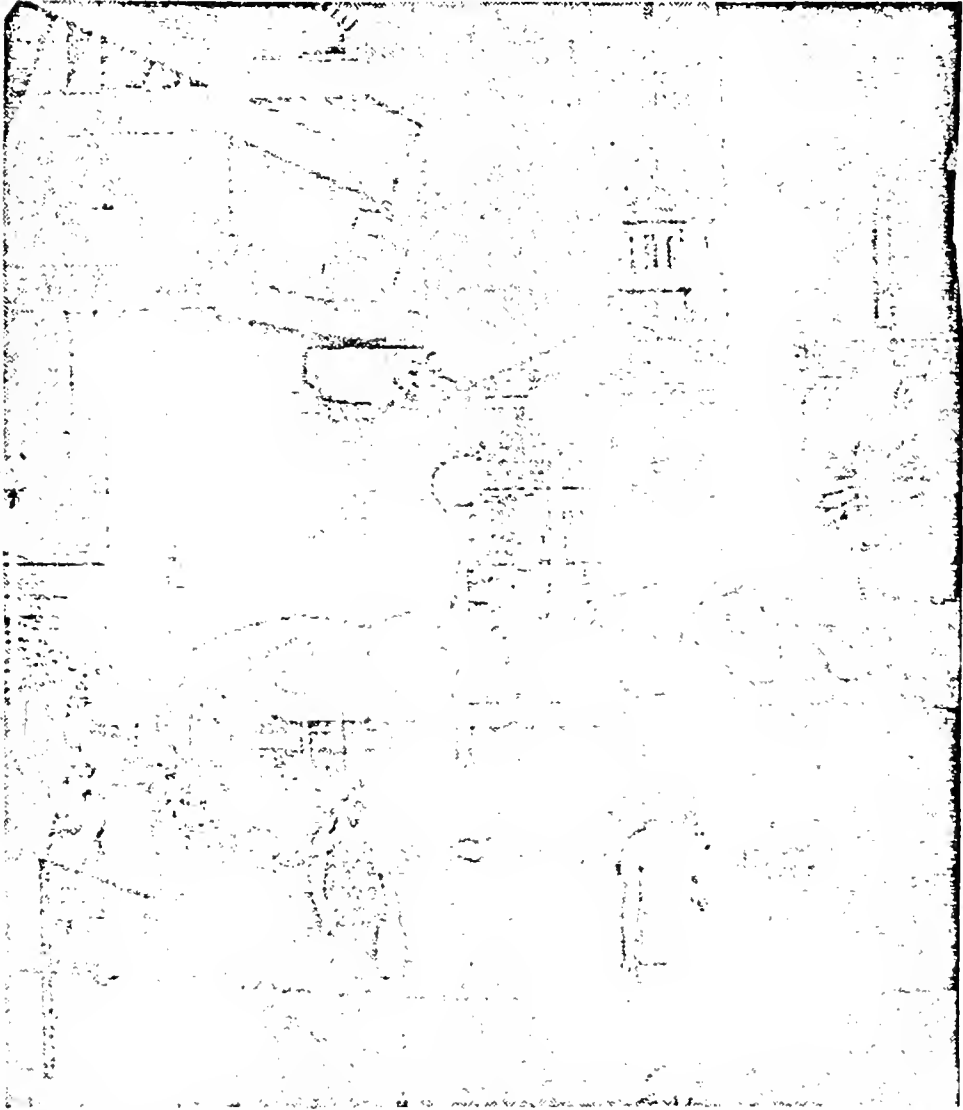
September 11, 1972

MONDAY, SEPTEMBER 11, 1972

The New York Times

New Boston Center: Skillful Use of Urban Space





An outdoor cafe spills onto brick paving that leads to City Hall, left. Faneuil Hall is at center, rear, and an edge of the 19th-century Sears Crescent is at right.

Continued From First Page
of Second Part

zen participation programs and much spontaneous activity. In winter, the plaza's New England fate is to be cold and windswept, but the space is handsome at all seasons.

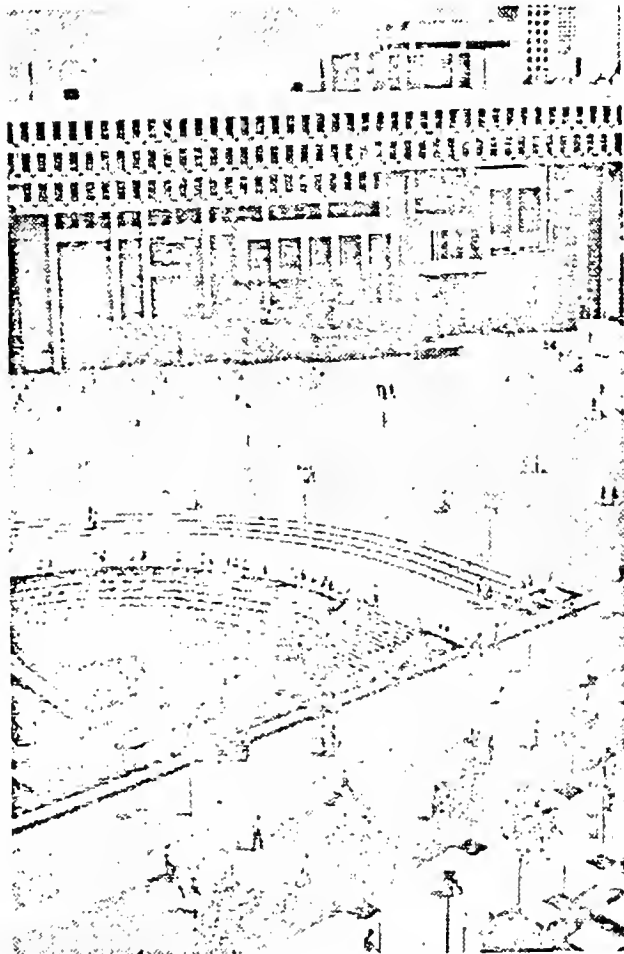
It is the functional and esthetic use of this open space, uniting the disparate and often less than distinguished buildings of the Center, that gives superior design quality to the whole development.

This, plus the constructive efforts of the careful design review of buildings by the Boston Redevelopment Authority and its Design Advisory Committee, in relation to the forms, color and scale of City Hall, accounts for much of the secret of the Government Center's success.

Construction was divided into 15 "parcels," all under Redevelopment Authority control. Developers got a "design kit" of generalized specifications, and there were four official design reviews. But it is the urbanistically dramatic use of the open space as theme and connector that is the project's ultimate distinction.

To achieve this, Boston destroyed a lot of its older fabric. Major landmarks, such as Faneuil Hall, were retained, while venerable buildings of less than landmark status were demolished, along with a lot of derelict seediness considered picturesque by some and shameful by others.

Landmarks that have been kept are carefully related to the new construction. The juxtaposition of Faneuil Hall and the new City Hall, the Customs Building seen between City Hall and the new sleek-skinned New England Merchants Bank tower, the Old State House framed in the bank's arcade, are all sensitively calculated vistas. But such historic structures, kept and restored, can be counted on one hand. It has been called token preservation.



A view of City Hall Plaza of Boston Government Center as seen from roof of One Center Plaza office building.

It is important to note that there will be more preservation in related areas. Privately sponsored rehabilitation and adaptive use of the superb, adjacent Faneuil Hall market buildings of the eighteenth century, one of the most substantial Greek Revival groups in the country and Boston's first urban renewal project, will start soon. This will add considerably to the area's sense of heritage and continuity.

Some new housing, in luxury harbor apartments and the controversial West End development, and the market building rehabilitation, will bring increasing business-res-

idential mix and day-night activity.

Of the Government Center buildings, only the catalytic City Hall is outstanding architecturally.

The John F. Kennedy Federal Office Building, a 26-story tower with a four-story lower section, by The Architects Collaborative with Walter Gropius & Samuel Glaser Associates, is distressingly ordinary and already suffering from the American disease of instant deterioration.

Its double tower, which increases the number of daylight offices and decreases the visual bulk, is praiseworthy; the fussy, indecisive precast ex-

terior detailing is not. The building's controversial Robert Motherwell mural is to be criticized more for its inept and awkward placement due to inept and awkward architectural transitions than as art.

The Center Office Building, by Welton Beckett & Associates, a critical structure that helps define the space with its long, low curve, does so unpretentiously and well.

The Leverett Saltonstall State Building, by Emery Roth & Associates, is a collection of depressing, pedestrian minimums inside and out, including stale air from sluggish air conditioning.

In an account of the Government Center evolution by Charles G. Hilgenhurst, former director of the Boston Redevelopment Authority's Planning, Urban Design and Advanced Projects, it is pointed out that the building is in an area just beyond the authority's direct design control and that review by the authority's Design Advisory Committee was brief and late.

The State Service Center, three buildings in a single shell on a superblock at Chardon and Cambridge Streets, is an aborted, brilliant tour de force, minus the focal tower and dramatic serpentine stair that were part of the original scheme by Paul Rudolph and a bevy of collaborators. Its truncated version suggests that its drama may have been a little overwrought for its purpose.

The new skyscraper office buildings at the Center's periphery, which proper Bostonians have viewed with articulate alarm, come off particularly well. In large part subject to Redevelopment Authority controls, they are surprisingly sympathetic in scale and design.

Edward L. Barne's New England Merchants Bank is a structure of knife-sharp refinement. Pietro Belluschi's 41-story Boston Building offers a suave, technological display.

Rising now is an impres-

Boston Globe

sive tower by Skidmore, Owings & Merrill that has been an object of particular local displeasure. After severe brushes with Redevelopment Authority design review, major compromises by the architects include changes of shape, orientation and cladding. The polished sophistication of its characteristic S.O.M. detailing, tempered by Boston tastes, is creating a powerful presence.

The impression of the new towers, to Boston's credit, is of attention to design and environmental quality.

The Government Center replaces considerable history

and squalor. What has been lost by redevelopment are not only those derelict buildings and their occupants that few mourn, but also the virtues of traditional mixed functions and the richness of old streets and structures.

What has been gained is a notable achievement in the creation and control of urban space, and in the uses of monumentality and humanity, in the best pattern of great city building. Old and new Boston are joined through an act of urban design that relates directly to the quality of the city and its life.

FEB 5 1970

Buczko requests construction halt

By David R. Ellis
Globe Staff

State Auditor Thaddeus Buczko asked Gov. Sargent yesterday to order a halt to new construction on the Health, Education and Welfare Building in the Government Center because of "exorbitant and unreasonable" costs of two companion buildings.

Buczko complained that the \$12.5 million Division of employment Security and Mental Health buildings have cost far more than comparable buildings.

The employment building's cost was \$52.40 per square foot, and that of the mental health building was \$84.76 per square foot. Reputable architects say office building construction should not exceed \$35 per square foot, Buczko said.

Administration Comr. Donald R. Dwight said the state is "unable to build" the Health, Education and Welfare building "under current appropriations."

He agreed with Buczko that the construction has been too costly and that re-design will be necessary before asking the legislature for more money to proceed.

He was particularly critical of the Mental Health building costs and pointed out that units built in Lowell and Fall River, which will serve about the same population, cost \$1.7 and \$1.8 million each respectively.

There are 37 mental health districts, each of which will be served by a mental health center. In his budget, the governor included the cost of construction of six more units.

The auditor directed his



THADDEUS BUCZKO
... asks halt

criticism at the architecture of the complex and said: "Certainly, it cannot be the intention, duty or purpose of the commonwealth to create massive concrete landmarks catering to architecture vanities and pocketbooks and at the same time ignoring the considerable costs to present and future taxpayers of the commonwealth."

He singled out such features as a pistol range for the Capitol Police, a gymnasium and swimming pool, massive sun baffles and "enormous concrete supports . . . which have been described as 80 percent appearance and 20 percent utility."

The Government Center Commission was authorized to spend \$43.5 million on the complex, and with the two buildings complete and a garage and landscaping have only \$11,500,000 left.

The contemplated tower building is estimated to cost \$33 million, leaving a need to appropriate \$22.4 million more.

Buczko did not criticize the contractor, Vappi Construction Co., which, he said, "has worked competently." Delays have been caused "only because of the type of construction involved."

The architects were Shepley, Bulfinch, Richardson & Abbott. Desmond & Lord designed the mental health center, and the combined firms collaborated on the tower.

B66
The buildings are part of the Boston Redevelopment Authority's Government Center complex, the most controversial feature of which up to now has been Boston's \$27 million new City Hall.

The architectural contract for the tower was \$1,312,500, "of which more than \$650,000 has been paid," Buczko said.

This practice "has existed for many years and attention is directed to the fact that architectural and engineering plans and drawings, representing literally millions of dollars in taxpayers funds, are gathering dust in the files of various state agencies as a result of the fact that the proposed construction was never implemented," Buczko said.

JUN 19 1973
New England
Newspaper
Globe Staff

Were you ever inside

By Otile McManus
Globe Staff

Cape Cod looks a bit larger, more abstract and just ever so slightly out of proportion than it does on your average Rand-McNally map. The geographic area from Boston to Pittsfield seems longer and narrower as if the cartographer had been playing with silly putty. And there seems to be an argument about whether the Cape Cod Canal is actually the Cape Cod Canal or Boston Harbor.

But the better basic contours of the Commonwealth of Massachusetts are all there — even to that jag of land near Congamond Lakes which extends into Connecticut.

Yes, it's all there at the C. F. Hurley Building, a "gigantis," as one architecture critic put it, and among the more recent additions to the Government Center complex.

While it wouldn't be apparent pacing out the chipped concrete walls as they curve sinously around New Chardon, Cambridge and Staniford streets, the fact that the building is shaped like the state it serves becomes clear from aerial photographs or viewed from higher-up floors in any of the surrounding buildings.

And it all happened quite by accident.

The architects are willing to concede in amused fashion that it may very well have been an accident. The bureaucrats prefer to talk about "helical focal points," the monies allocated and A.I.A. (American Institute of Architects) standards for measuring square footage. While the some 1500 employees who work in the six-story structure are making the most of the resemblance.

According to Marcia Crowley, who works on the first floor of the building which houses the Division of Employment Security, she knew nothing of the resemblance until she was told, "The plumbers have an easy time of it. They get the message that there's trouble in 'Worcester' and they know exactly where to go to make repairs."

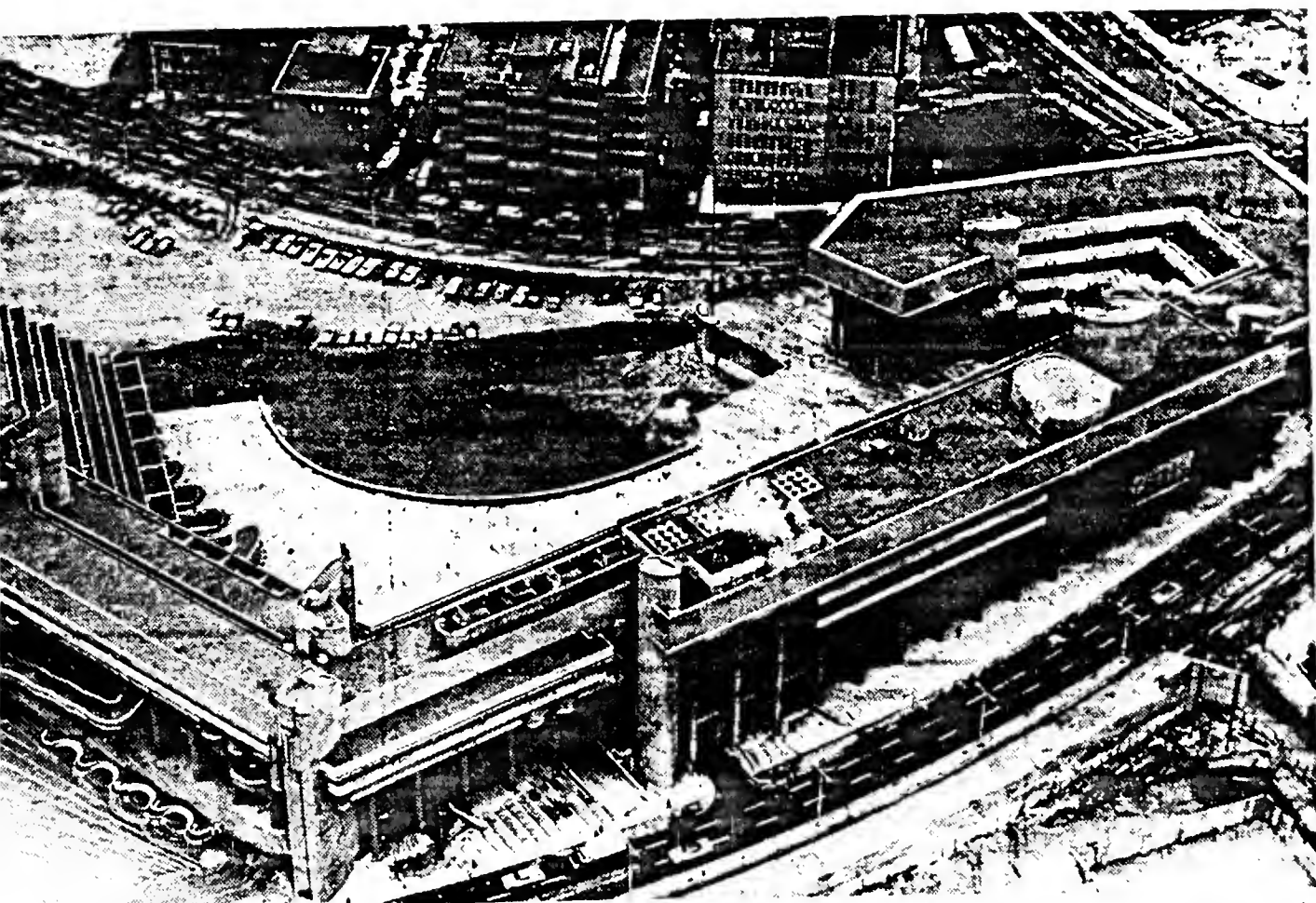
Mrs. Crowley added that her office at Wider Opportunities for Women (WOW) generally acknowledged to be located in the "Greater Hyannis area."

Another first floor employee who was reluctant to give her name volunteered that one day she overheard a capitol policeman say he had to "punch off" the lunch clock at "Harwich."

She thought the plan was intentional: "I'm sure those architects were up late

'Massachusetts'?

— CONTINUED —



C. F. HURLEY BUILDING ACCIDENTALLY TOOK ON SHAPE OF MASSACHUSETTS. (Harry Holbrook photo)

might drinking and one of them just
aha I've got it."

But I guess architects are more artis-
an that."

uy Carbone, chief engineer for the
rnmment Center Commission, would
inly agree. He explained that the
ey building site was purchased from
Boston Redevelopment Authority as
of an 8.4-acre parcel for \$1.75 million.
ignated as the Langone Me-
al Center by the state Legislature,
area also includes The Lindemann
al Health Center. Plans for the still-
-constructed Health, Education and
are Building are still on the drawing
d.

According to Carbone the parcel was
in the competent, if sometimes con-
ersial, hands of architect or "design-

er," as Carbone prefers to call him, Paul
Rudolph.

Carbone said that the "inspiration" for
the project's three abutting buildings and
open plaza derived from the Piazza San
Marco in Venice.

But he allowed as how, Venetian
grandeur aside for a moment, the massive
lobby in had sometimes been referred to
as the Cape Cod Canal because it con-
nects the "fishhook" portion of the build-
ing on Cambridge street with the long
rectangular segment on Staniford street.

Reached in his New York office, Paul
Rudolph commented that "nothing was
further from my mind" than the shape of
the commonwealth during the conception
of his design.

Joseph Richardson of Shepley, Bul-
finch, Richardson and Abbott, the Boston
architectural firm which completed the
\$11.22 million building for its March 1970

occupation date, feels that the building's
design "just evolved because of the na-
ture of the land."

George Luciano, superintendent of
buildings in the Government Center com-
plex, called it a "nice coincidence," while
Walter Hinckley, who mans the lobby's
information desk, corroborated the evi-
dence.

Joseph Yeaker shares duties with
Hinckley in the building named for the
late Charles F. Hurley, governor of the
commonwealth from 1937-39.

He noted that some 15,000 people
come through the lobby weekly in search
of unemployment checks, job counseling
and training.

"Some of them say it's a beautiful
building and some of them say it's differ-
ent. There are a lot of twists and turns
like the cowpath idea of the streets of
Boston. I'd say a lot of them get lost."

wait around in the halls of government to confront aides and spokespeople; his big line is, "Hey, what's going on in there—is Foley gonna cancel the hearings?" (Senator Foley, as it happens, dies of a heart attack before he can cancel the nuclear power hearings, and Billy Jack is appointed to his seat.)

Tom Laughlin would be delighted to go to Washington for real, but Klein is not about to turn in his *Rolling Stone* job for a career on the silver screen. "All you do is stand around and wait all day," he reports. "You'd have to be crazy to live like that."

THE HOLE STORY

A couple of months ago, the nation's press joyously reported that two Tufts Dental School researchers had discovered a chemical, n-monochloroglycine, or GK-101, which dissolved tooth decay. Tests by Drs. Melvin Goldman and Joseph Kronman had demonstrated that the liquid, when sprayed into a cavity, washed away decay.

"Hold That Drill!" one headline exulted. An entire nation said a prayer of thanks. Everyone, that is, except the owners of dental drill companies.

Their fears, it turns out, were unfounded. When we checked in with Tufts, we discovered that, even if GK-101 is eventually approved for general use, drills will remain *de rigueur* in a dentist's

office. "Drills will still be needed to create an access to the decay," a spokesman for Tufts explained, "and for fashioning a retaining edge to hold the filling in."

GK-101 does not mean *no* drilling; it just means *less* drilling.

But you think we're going to bitch about that?

CRIMSON BLUSHES

"That's the most abject apology I've ever seen in a newspaper," said our friend, displaying a copy of the Harvard *Crimson*. "Do you know this lady?"

The lady was Laura Shapiro of the *Real Paper*, and the *Crimson*'s five-inch-long front-page apology in the Dec. 7 issue was the result of a series of reportorial misadventures by the college daily. The *Crimson*'s troubles began the previous week, when it printed a report of Shapiro's talk at the Harvard women's center, where she'd explained that she wouldn't be writing her feminist column forever; it was too easy, she said, for a columnist writing on one subject to fall into a habitual tone of sarcastic, self-righteous indignation. The *Crimson* story, however, quoted her as wanting "to break away from the sarcastic, self-righteous and indignant attitude which prevails over the whole paper."

After seven years as a reporter and feminist, Shapiro is not thin-skinned; but



Laura Shapiro: she's a lady.

she did have an application in to the Radcliffe Institute for a grant, and it hardly seemed helpful to be portrayed in the local paper as a "raving maniac." She sent the *Crimson* a brief correction and forgot the episode.

A few days later, she was greeted at her office by three *Crimson* staffers, humbly offering to do anything to make it up to her. It seemed like too much contrition for the sins she was aware of. Then they showed her what they were *really* sorry about: the just-published issue, where she appeared once again. Her photo, captioned "After: Renee Richards," was one of several illustrating a humorous story on transsexual athletes.

The *Crimson* editors, apparently feeling that sexual insult was a much more serious matter than misquotation, were horrified that the photo had made its way into print. (They didn't feel any better when they learned that the face captioned "Before: Dr. Richard Raskind" was that of Elliot Norton, *Herald-American* theater critic.)

After a bit of discussion, Shapiro agreed to consider the matter ended if the *Crimson* would run her original correction letter as well as a front-page apology for both misrepresentations.

Is the bloodthirsty feminist satisfied? "The last time I sent the *Crimson* a correction letter," she says, "was ten years ago. They ran a story making fun of the Radcliffe Choral Society bake sale and saying we only made \$35. We actually made \$350 but they never ran my letter. Revenge is sweet."

UNFINISHED BUSINESS: NO. 2 IN A SERIES

Back in the early sixties, the Volpe administration planned an immense State Service Center as its major contribution to the nascent Government Center. The "megastructure" would rival the new City Hall for architectural daring, and the state pledged itself in writing to see the entire project through.

But only two-thirds of the edifice was

Harvard Dean of Students Archie Epps.



REVELATIONS

Back on January 17, rain, snow, sleet and flooded roads brought the city to a temporary halt—except for Harvard, that is. One hundred twenty-five workmen, armed with shovels, three snowplows, six plow trucks, twelve motorized plows, two front-end loaders, four ten-wheel trucks

with plows, and one sander, all labored to keep the paths to enlightenment clear.

"Harvard University will close only because of an act of God," explained Dean of Students Archie C. Epps in a Harvard *Gazette* article, "such as the end of the world. Short of that we do not close." Hear that, big fella?

under construction. Lifts in the Governor's chair and construction delays sounded the death knell for the final—and crowning—touch.

Two sections of the complex, the Eric Lindemann Mental Health Center and the Hurley Building, housing the Department of Employment Security, were built (and opened in 1971). But a proposed 24-story tower, intended as executive offices for several state departments, ran into design review snags, and architect Paul Rudolph was taken off the project by the Government Center Commission, set up by Volpe to oversee construction.

Eventually, a 33-story tower, designed by the firms of Shepley Bulfinch Richardson and Abbott with Desmond and Lord, was approved, but not quite in the nick of time.

In 1969, John Volpe left for Washington to become Secretary of Transportation and Gov. Francis Sargent had other ideas for construction. The UMass-Boston campus and Worcester Medical School seemed more essential to the public good than a giant state office tower. Lt. Gov. Donald Dwight told the architects to hold off on plans, and in 1975, the Dukakis administration allowed the Government Center Commission to lapse out of existence.

Not that state building plans stopped entirely: a Beacon Hill parking garage, and the McCormack building on top of it, emerged, and now a state Transportation Center is planned for the Park Plaza complex.

While the Commonwealth's big hole in the ground just sits and watches the seasons—and Governors—change.

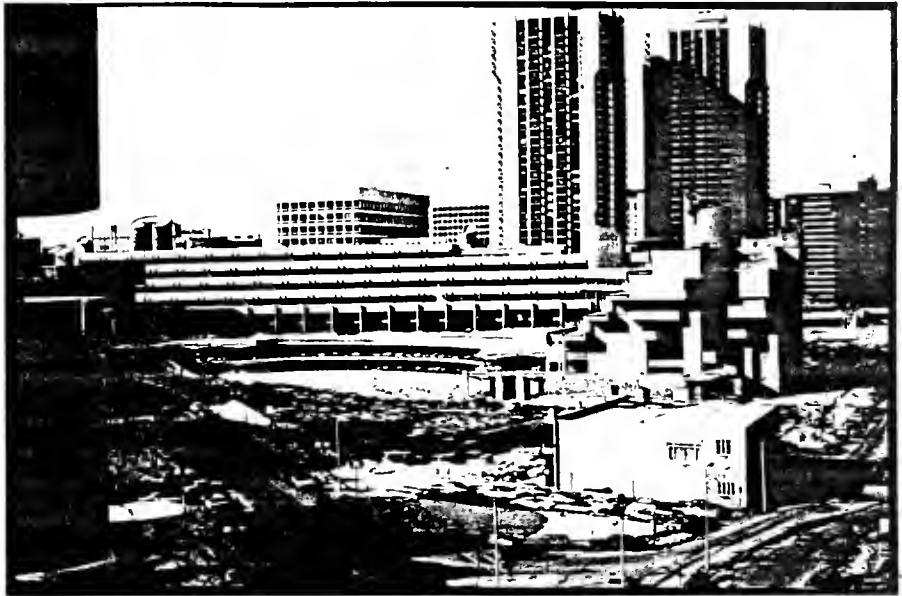
OPTIONAL MOVES

Increasing pressure for certain top Boston officials to "Reside or Resign" (*Reporter*, December and February) may have taken its toll on one target: Deputy Mayor Robert J. Vey, currently a resident of East Milton.

"I take the matter very seriously," Vey told us, "and I'm in an indefensible position. Deputy mayors should live in the city. There's no way to get around it—I'm too highly visible. But I'm just not in a position to move."

Vey, who feels a change of address at this time would be a "disaster" for his family, is particularly concerned about uprooting his daughter, a Milton High junior active in numerous school organizations.

Bad enough to be a "highly visible" source of controversy at City Hall, Vey's distress deepened when a contingent of about 30 members of Dorchester Fair Share decided to show their displeasure with his handling of Community Development fund disbursements by marching on his house one Saturday not long ago, and using the occasion of their



Poking holes in Government Center: can you find the tower in this picture?

visit to condemn his non-residency.

"I've been in this business (of city government) for thirteen years now," said Vey; "maybe a change is the best thing."

The final irony may be that Vey will both resign and reside. Saying that if he left the administration, he might very well move into the city when his daughter graduated, Vey joked about being a "former and future" resident of West Roxbury. And what job plans might the future hold? "Well, I could always run for City Council!"

YA TALKIN' TO ME?

One week into his tenure as president of the Boston City Council, Joseph Tierney got a taste of how business-as-usual often goes in that venerable chamber.

Following the adoption of a routine motion commending some deserving Bostonian, Councilor Albert L. "Dapper" O'Neil rose and announced that he, too, had just been honored, as winner of radio station WMEX's telephone poll for Most Positive Person of 1976, edging out Ronald Reagan and Arthur Fiedler.

"I'd like to be recognized for that," said Dapper.

Councilor John Kerrigan made the appropriate motion and, staring straight at Councilor Lawrence S. DiCara, a frequent sparring partner of his, added "I believe most Harvard graduates listen to WMEX."

"May I ask my colleague from Dorchester whether that's good or bad?" queried (Harvard-grad) DiCara.

"It's good if they can elect our colleague from Roslindale as most positive man of the year," replied Kerrigan.

At which point Tierney rapped his gavel and inquired: "When did I lose control here?"

FIRE, ICE AND ADAMS

As part of its effort to boost its newcast ratings, Channel 7 will start Jacqui Adams as anchor of both its Saturday and Sunday night news shows this month, coinciding with the introduction of the "Fire and Ice" weeknight co-anchors, Jack Cole and John Henning.

In January, Channel 7 moved up its Sunday night news from 11 to 10 p.m. in hopes of capturing sports fans anxious for the day's scores. The news, which replaced the now-defunct *Delvecchio*, is followed by *Mass. Reaction* and, at 11, an entertainment show.

"We jokingly refer to it as our 'early retirement plan,'" said station manager S. James Coppersmith, who added that the new programming is just an "experiment" which will be continued "if it works."

"And there's nothing to lead me to believe it will work," chortled Coppersmith, "since almost nothing we've done this year has..."—a reference to the highly publicized arrival and departure of anchorman Jay Scott, and more recent firings of news staffers Jack Kelly and Mel Bernstein.



Positively Dapper: Avi Nelson and O'Neil.

Remarks Regarding Completion of The Hurley Building

1. The proposed project would make intensive use of an underutilized and incomplete site.
2. The proposed development program would add needed housing units to the city and in particular to downtown.
3. Housing use at the site would bend activity to the area after regular business hours.
4. Affordable housing units would be created for low to moderate income peoples who otherwise might not be able to live in downtown.
5. Those displaced through urban renewal would be given first preference for housing.
6. The project would complete an unfinished complex and thus endow the site with the architectural integrity originally envisioned.
7. Completion of the Paul Rudolph design for the plaza would add a public plaza space of paramount importance to the city.
8. The development would provide a unit between the historic Bulfinch Triangle, West End, and Beacon Hill neighborhoods.
9. Through the use of active street amenities, the development could reinforce a pedestrian linkage between upper New Chardon Street and the Haymarket area.
10. The project would reinforce other new developments in the area such as the new mixed-use GSA Building, the Government Center Garage, and the steadily-upgraded Bulfinch Triangle area.

HEALTH, WELFARE & EDUCATION SERVICE CENTER

OWNER: Commonwealth of Massachusetts

Government Center Commission: Edward H. Roemer, Chairman
Frank V. Bonzagni, Vice Chairman
Sumner J. Abrams, Commissioner
Thomas J. Doherty, Executive Secretary
Guy A. Carbone, Chief Engineer

HURLEY EMPLOYMENT SECURITY BUILDING

Architect: Shepley, Bulfinch, Richardson & Abbott
Builder: Vappi & Company Inc

LINDEMANN MENTAL HEALTH CENTER

Associated Architects: Desmond & Lord, Inc., and Paul Rudolph
Builder: Vappi & Company Inc

PLAZA, GARAGE AND LANDSCAPING

Architect: Paul Rudolph
Builder: Vappi & Company Inc

COORDINATING ARCHITECT DURING DESIGN

Paul Rudolph

FUTURE HEALTH, WELFARE AND EDUCATION BUILDING

Architects: Desmond & Lord, Inc., and Shepley, Bulfinch,
Richardson & Abbott, a joint venture

July 8, 1970

HEALTH, WELFARE & EDUCATION SERVICE CENTER

Cambridge, Staniford, Merrimac and New Chardon Streets at Government Center

Designed as a single entity of three detached buildings, this state services complex was recently described by Boston Globe architectural critic Jane Holtz Kay as being "well on its way to becoming Boston's best building. . . or rather, buildings." She called it a "remarkable building of majesty and strength" and commented that it was "meticulously and coherently organized and detailed from the roofline finished in sloping turretlike affairs atop elevators and stairwells to the ground-level circumference of paving."

The three structures are the Hurley Employment Security Building -- already in operation; the Lindemann Mental Health Center -- expected to be ready for occupancy in the fall; and the forthcoming 33-story Health, Welfare & Education tower. Preliminary design for the 870,000 square-foot tower has been completed and construction awaits authorization from the Commonwealth. The three buildings -- located at the perimeter of the site -- will wrap around a fan-shaped plaza covering an underground garage as well.

The three buildings have been purposely designed so that they form a specific interior space for pedestrians only. This plaza, whose "irregular and complex form is derived primarily from the irregular street pattern of Boston," according to architect Paul Rudolph, is a striated three-level space extending from a series of great curved stairs.

A special aggregate exposed concrete designed to catch light and shadow on the curved and faceted walls has been used for the complex.

According to Rudolph, the architects were guided by a number of agreed-upon principles, including:

Buildings should be placed at the perimeter of the site with small plazas emphasizing space of streets.

The perimeter should be treated with a larger scale than the plaza thereby emphasizing automobile scale versus pedestrian scale.

All buildings should be built with the same material and structural system.

The plaza should be stepped back on each floor in order to create a "bowl" of space, catching light in the plaza and thereby melting snow.

A single multi-story building should be utilized to announce the center from the distance and also to use the small amount of available space to best possible advantage.

Fixed elements such as elevators, toilets and stairs should be accentuated and placed at the corners to provide flexibility between the fixed elements.

July 8, 1970

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